

HIGHWAYS' TRANSPORTS —WILL SAVE MAN POWER

Track Operator in Colorado Says
With Three Men He Saves
Work of Fifty.

HELPFUL TO FOOD PRODUCTION

Many Beneficiaries to More Extended
Use of Highways—Demand Em-
phatic for Concentration of All
Nation's Resources and Energies.

The following is authorized by the highways transport committee of the Council of National Defense:

Practically unanimous enactment of the new draft measure, coupled with the nationwide movement of the United States employment service in surveying the potential man power of the country, both of these pointing unerringly to the supreme demand of the hour, man power of the nation's limit, have driven home the vital character of the activities supplementing these calls upon the country's resources among which are those being daily brought into motion by the highways transport committee, Council of National Defense.

This problem, which is a local one every State in the Union, down even to the smallest of the political subdivisions, is being met by the highways transport bodies through the efforts of instance, of a rural motor truck operator in Colorado, who reports that he is daily saving through one route the services of fifty men on the farms at the expense of but three men in the operation of his truck.

SPILLS INCREASED

MAN POWER FOR NATION

This spells increased man power that food production may be made certain, just as the operation of a return loads in Pennsylvania, that rail congestion be relieved, means coal for the navy, to bunker the ships; and it means an increased transport service for the army in the moving of munitions of war, for use by the men in France.

The highways transport committees in fact work are thus giving out the views recently outlined by the President in emphasizing "the value of extending our defense organization into the smallest communities." The President's view characterizes as "truly democratic" this system of bringing together the individuals of the country into a movement looking to the furthering of the dynamic force which is carrying the nation forward to victory.

The gravity of the situation and the potential aid of which the highways transport committee is capable in relieving freight congestion is recognized by Major-General George W. Goethals, assistant chief of staff, United States Army, in a letter to the State highways transport committees, in which he points particularly to the aid being given by such committees in helping to increase the nation's transportation facilities by the development of efficient and effective highways transportation. Continuing, General Goethals says the work of the committee "is of great value in that it tends to result in speeding up the delivery of munitions and other army supplies, which might otherwise be delayed through terminal congestion during this war time."

That the truly national viewpoint is being kept in mind by these workers in the cause of the most efficient use possible of all highways transport is strongly indicated by reports received from them by national headquarters. This nonsectarian spirit, which permits the highways transport worker in Utah, Texas, or Alabama, for instance, to sense the crucial situation certain to be reached in States east of the Mississippi as fall and winter draw near, emphasizes the determining factor of all these truly American war workers to prosecute their particular activity in such a way as to aid most materially those results sought to be accomplished by the war.

The demand for conservation of all resources is increasing so tremendously even now in the extreme East, and in some of the other sections east of the Mississippi, that the fuel administration has been forced to place a supply limit of days on the bituminous coal which industrial plants may store. The priorities division of the war industries board is daily curtailing the use of materials going into manufactures with the sole object in view of restricting rail transportation and conserving the materials needed in the production of war essentials.

Further force has been given to recognition of the aims and policies of the highways transport committee along food conservation lines by Herbert Hoover, United States food administrator, who, following his recent return from a survey of food conditions abroad, strongly emphasizes his previously expressed views as to importance of all efficiency possible in the transportation of foodstuffs.

DIRECT BENEFICIARIES

OF HIGHWAYS TRANSPORTS

Mr. Hoover sees as direct beneficiaries of the efficient use of highway transport of every character the following:

First, the producer, the consumer and the railroad; second, facilitation of delivery, conservation of labor and conservation of foodstuffs.

Also, it has been decided that it will be necessary to limit the amount of coal storage that industrial plants would be allowed to accumulate and carry on hand, and to fix a uniform amount for each State.

In strongly supplementing these vital war aims, the functions of the highways transport committees of all the States again come into play.

HOP IN AND RIDE

Movement for Soldiers' and Sailors' Benefit Has Spread Over Country.

The hop-in-and-ride movement for the benefit of soldiers and sailors is sweeping the country. The war camp community service is now making the extension of this courtesy to our fighters a simple matter for the motorist, by providing windshield posters of the displayed on the glass give the world and sundry the following message:

SOLDIERS AND SAILORS
HOP IN AND RIDE
As Far as We Are Going
Your Way

Indianapolis Hospitality
War Camp Community Service
There may be no war camp in your vicinity. Get a sign anyway. There are always soldiers and sailors traveling through your city or town. Some of them may be officers. Take them in also.—Exchange.

WHEN MAIL ARRIVES

Fridays Usually Prove an Important Day to English Moving Picture Fans.

LONDON, September 7.—The arrival of the mail at the Grand Fleet on Friday is usually important for, in addition to the usual mail bags, each postman brings the moving picture films for the next week.

"Good pictures this week, corporal," inquires the officer of the watch as the postman reports.

As he goes forward to his officer to sort the mail eager questions are asked him as to the picture of the films.

The Grand Fleet "movies" are conducted by a committee of officers, and practically every ship in the fleet subscribes to purchase films.

York River Chamber of Commerce, (Special to The Times-Dispatch.)
WEST POINT, Va., September 7.—West Point now has a real commercial week the York River Chamber of Commerce was duly organized with a good membership. The officers for the first year are: Chairman, Thompson; Secretary, Walter; Treasurer, H. D. Dand; H. R. Riker; Edward Hand; H. Lane Cooke, executive committee.

Many a man has found his opportunity in the "Business Opportunities" Ads in The Times-Dispatch.

UTE INDIAN WOMAN GIVES TO RED CROSS

Becomes Indignant When Credited With \$50 When She Intended to Donate \$500

SALT LAKE CITY, September 7.—Perretta, seventy-five years old, whose chief at one time controlled a big fortune of the Ute Indians, has given her fortune to the Red Cross. As some fortunes go, her donation has been much, but Perretta had \$512 to her credit with the Ute Indian reservation in southern Utah, and she gave the Red Cross \$500 and kept \$12 for herself.

Mr. Kneale, after addressing the Ute recently on the Red Cross needs, concluded his remarks with the question: "How much will you give?" Scores of hands shot into the air, each showing one or two fingers. Kneale, those understanding to indicate the amount \$10, two fingers \$20, according to the word signs of the Ute.

From the startled first of Perretta knotted fingers confronted Superintendent Kneale. Her subscription Perretta limped to the Indian agency to fill out the Red Cross contribution card, and when she saw that only \$50 was called for she became most indignant and told the superintendent she wished to contribute \$500.

"But you have only \$512 to your credit," Mr. Kneale told her. "Thirteen dollars left. That's enough for me!" And she signed the card for \$500.

Indians in the Utah basin, according to Mr. Kneale, have patriotically lent to the government movement. Not only have they increased their crops, but in the Liberty loan, war savings stamps and other campaigns, have averaged a per capita \$10 for every man, woman and child on the reservation.

WOMEN SWEEP STREETS

Twenty-Eight Colored Persons Clean Southern Melodies Whisking the Brooms.

LOUISVILLE, KY., September 7.—Handling the street broom with almost as much confidence as they ever flocked dust in the home of a "missus," twenty-eight negro women have appeared as official street cleaners in Louisville. They receive \$2 a day for nine and a half hours, and each cares for a territory eight blocks square.

They will earn uniforms, something new to the "white wings" worn by men in pre-war days, as soon as they prove their capability. On the streets, in the retail shopping district, pedestrians good naturedly remind them to "be careful." All the women work diligently, crooning Southern melodies as they proceed.

They came in many garbs, one wear-

ing a new suit of overalls, a man's hat and hob-nailed shoes.

Superintendent Charles Oestreich, of the street cleaning department, said the experiment, if successful, will solve an important labor shortage problem.

SCENES IN OLD VIRGINIA

Spotsylvania and Interesting Spot to Be Visited by Motor Tourists.

Spotsylvania, Va., If the motorist is willing to brave the bosomy affection of the Choptank River, is an interesting little village on the Potomac, about fifty-five miles north of Richmond and eleven miles southwest of Fredericksburg. The population is only about sixty. But its historic interest is profound. Here during the War Between the States was fought the series of engagements around Spotsylvania Courthouse from May 8 to 22, 1864, between the Army of the Potomac under General Meade and the Army of Northern Virginia under General Lee. The Federal strength was 11,000; while that of the Confederates was 61,000. The losses were severe—even complete—with the losses in the present conflict.—Automobile Blue Book.

PHOTO SHOWS DAMAGE

Air Raids Destroy Freight Stations and Railway Cars by Enemy's Territory.

LONDON, September 7.—Evidence of the destructive character of the British air raids upon Germany, is afforded by aerial photographs which have just arrived from France. The first photograph, which was taken during the raid on Thionville July 16, shows the starting of a big fire caused by bombs, among the rolling stock to the east of the freight station. The second photograph, taken by British airmen over the same place on the following day shows charred remains of several trains visible upon the track. The freight station and nearby buildings had been burned. The original fire developed into a huge conflagration, which was only arrested ultimately on the river bank.

ESSENTIAL NONESSENTIALS

Industries Thought Catering to Whims of Rich Great Factors in Swallowing the Hun.

Here is an easy one. A motorcycle racer, and a record-breaker, finally built motorcycles. Then came the airplane, and he began to build them. He put wheels on them and made them roll to a start. Instead of being launched from derricks, hundreds of hypodroming aviators flew his products for the plaudits of the crowd. Smart young scions of wealth with sporting blood bought and learned to fly. My! Oh, my! how nonessential it all sounds if one stops here.

But you haven't heard the allies or America wall about the nonessential Curtiss flying boat, have you? Same man, very similar product, used for war instead of sport.

Delve into the history of scores of motor car producing companies. Some of them learned manufacturing accuracy by building racing cars. To-day many of those companies are turning out motor cars and trucks and tractors and shells and guns and airplane motors because they had learned the trick of manufacturing raw metals into intricate machinery of great precision. Maybe in the old days their products were a tiny bit less essential than were turbine engines for liners or boilers for railroad locomotives. None the less, without the essential experience gained by peace-day producing, these industries would be of little use to our world in its time of peril.—Exchange.

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Lowest Prices in the South

Tires and tubes, lowest prices in the South. \$100.00 stock bought to protect our customers. Call at once to buy while you can save 20 percent to 40 percent. All tires guaranteed. How? Empire Auto Sales. All standard makes. Mail orders. New Petersburg Branch now open. Complete stock, same guarantee. Empire Auto Sales. 34 Bollinger Street.

NATIONAL RUBBER

Richmond Branch, 427 W. Broad St., Richmond, Va.

USL BATTERY SERVICE STATION

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Church Hill Motor Co.

Repairing and Painting, 530 E. Broad St., We Sell and Exchange New and Used Gasoline Service Day, Night and Sunday

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Tenth and Main Sts., Richmond, Va. RUBBER—ROUGH AND DRESSED.

The New Studebaker Sedan

Beautiful in Design—Thoroughly Modern—Mechanically Right

Eight solid upright posts, extending from floor to roof, lend a solidity to the New Studebaker Sedan that makes this car particularly free from annoying rattles.

A large cut glass dome light, silk roller curtains and high grade cloth upholstery, feature the interior. Exterior finished in deep, velvety Studebaker blue; chassis and upper part of body in black.

We invite your early inspection.

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White-Truxtons

2 Tons Capacity, Complete with Cab and Windshield. \$1250 Delivered in Richmond.

Regular 2-ton White Truck Chassis (motor rebuilt by White factory mechanics).

H. F. Fewell, Sales Manager, Tel. Mad. 5596, Service Station and Office, 18-20 S. 15th St.

Commercial Motors Inc.

28 Body Styles to Select From—A Body for Every Purpose.

ATLAS

Positive Proof of Atlas Truck Efficiency

"The proof of the pudding is in the eating thereof," an old adage, but severely true. Proof of the economy and efficiency of Atlas Delivery Cars is evidenced by the following Richmond firms who have invested in Atlas Trucks and have testified to their superiority and merit.

The Times-Dispatch Pub. Co., Haines, Jones & Cadbury, Carle-Boehling Co., Granite Mineral Spgs. Co., The Beaufort Co., R. Kastleberg's Sons, W. P. Leaman, Tanner Paint & Oil Co., O. H. Berry & Co., Miniborya Farm, Clarence Wyatt Transfer Co., Virginia-Carolina Supply Co., Richmond Auto Tire Works, Talman Auto Supply Co., E. L. Taylor & Co., Builders' Supply Corp., Presbyterian Com. Pub., H. Brandt Co., Powers-Taylor Drug Co., Mrs. A. J. Pyle, The Billee Co., Special Distributing Co.

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